



Albatross

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Newsletter of the
Cruising Yacht Club of Tasmania

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Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & Rosemary Kerrison

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories may be serialised.
- Boat names should be *italicised*.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 19th (there is no *Albatross* in January)

Cover page photo: *Dulcinea* in Island Head Creek. Image by Phil Garlick

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Not a CYCT Member?

Download an application form from the Club website or contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information. We look forward to welcoming you to our club!

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. BSB: 067 002 Account: 2803 5573
Please include your name and brief details of the purpose for the payment.

Cruising responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not control or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat crew or persons.

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during any cruise.

SAFETY • All participants in any cruise will have acknowledged the Club safety recommendations when they indicated their intention to join the cruise. The Club's safety recommendations should be reviewed by the cruise contact prior to departing on any cruise. These can be located on the club website under the Member menu.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Editorial – Julie Macdonald



Rain, rain and more rain! Great for the garden but not so good for cruising. Let's hope that summer proves to be more conducive to getting out on the water in a boat rather than paddling around in gum boots at home.

The quiz question about undersea cables continues to be a topic of interest. Paul Strong has sent this Letter to the Editor:

Undersea power cables

In relation to question 6 in the quiz in the November issue of the Albatross, I'm afraid Captain Dick has this all wrong. If you suspect you have fouled an undersea cable your only course of action is to disconnect/cut the chain/rope and attach a float to enable retrieval by a diver. *Do not attempt to free the anchor.* Power cables such as the 2 x11KV cables across to Bruny were installed around the middle of last century and will fail if lifted or pulled. All power cables are well marked warning mariners not to anchor in between markers or 50 m or so either side of this line. As a high voltage electrician with Tasnetworks one of my duties was to audit the many such cables around southern Tasmania.

Thanks to Paul for correcting this quiz answer. No other readers commented on the incorrect answer. As several of the Club's favourite anchorages are near undersea cables it is important that we avoid anchoring near them and that we know the correct procedure to follow if a cable is inadvertently snagged. I would be interested to hear from anyone who has had a first-hand experience with anchoring over a cable. Cables are marked on charts but here are some to be aware of:

Bruny Island: Denne's Point to Tinderbox and Woodcutters Point to Fort Climo (just north of Oyster Cove)

Huon River: Whale Point to Wattle Grove

Ralph's Bay: Doran's Road to the Police Academy

Mason Road, Eaglehawk Neck to Old Jetty Road.

There are others above the Tasman Bridge, Dodges Ferry and Dolphin Sands.

We have a bigger than usual Albatross this month so there is plenty of reading to see you through to the next issue which will come out in February. Articles not to be missed include: a full report and photos from the new members' lunch, an article on cardinal marks with some handy tips for remembering the symbols, an informative and entertaining report from Phil and Julie Garlick describing their recent cruise to Queensland and interesting bios from some new members. Thanks to all contributors.

The Club is really gearing up for a busy summer so make the most of your membership by joining cruises (remember to register), going along to social events and attending meetings.

Merry Christmas to all

CYCT CALENDAR Check the website for more details	
<u>December</u>	
Sat 4 th	Family and friends cruise, North Bruny
Mon 6 th	WoB Christmas party at Bev Hitchens' home
Tue 7 th	General Meeting at TasMaritime, on the Domain, preceded by the Committee meeting
Sat 18 th	At home with Al and Dinah, Margate
Thu 23 rd	Huon Valley over Christmas cruise
Fri 31 st	An evening on the attenuator, Oyster Cove Marina
<u>January 2022</u>	
Sat 22 nd	Cruise to Southport, Dover and Recherche Bays
Mon 31 st	Extended cruise to the Furneaux group
<u>February</u>	
Tue 1 st	General Meeting preceded by the committee meeting
Sat 12 th	South east and east coast cruises
Sat 12 th	Hobart Regatta long weekend
Mon 14 th	Valentine's Day candle lit dinner onboard
Sat 26 th	Norfolk Bay cruise
<u>March</u>	
Tue 1 st	4.30 Committee Meeting, 7.30 General Meeting
Sat 5 th	East Coast cruise
Sat 26 th	Clean up Australia weekend
Sat 26 th	She Sails, She Rows celebration weekend, Cygnet

Commodore's report – Val Nicholls



What a bunch of optimistic enthusiasts CYCT members are. Despite, at varying times in the past month, predictions and realities of snow, hail, rain, and wind warnings, meetings continue to be well attended, the membership keeps growing, folks turn up for the New Members' BBQ and... the Safety Weekend? Well, we're keen and adaptable, so we just keep altering the date!

I will leave it to the Vice and Rear Commodores as well as Membership Officer to detail cruises and presentations past and upcoming. Having said that, big hand all round due to Scott and the team that pitched in to make the New Members' BBQ such an enjoyable event. Rachel Poulter surely wins the CYCT Chopping Award for hand-carving salads for 60!

Port Esperance Sailing Club is moving up a gear in terms of their post-fire rebuild. Over the summer months PESCS and the CYCT will come together, not just for the Australia Day Cruise, but importantly, to formalise the next step of our involvement in their planning process. I look forward to sharing information as it evolves.

With the thoughts of summertime cruising and our upcoming hands-on Safety Weekend (thanks Ian) I am reminded of a land-based Forum on Towing delivered by Bernie Smith and recorded in the Dec 2016 Albatross. Documenting the presentation, the scribe reflected: *"Firstly, the message was to take care of the machinery on your boat; often the difference between needing assistance and never needing (it). Obvious points such as attention to fuel cleanliness, batteries: starter motors; alternators, cooling water pump impellers; hoses and hose fittings and manual bilge pumps should all have "priority" on your vessel"*. It seems a timely reminder worth sharing.

Our December General Meeting will be, as is becoming our tradition, held at Tas Maritime Radio. Rear Commodore David Bowker will provide the detail elsewhere in the Albatross. In mentioning this it seems timely to reflect on what a contribution Tas Maritime Radio makes to the safeguarding of sailing within Tasmania. Many of us routinely tune in for weather reports and /or to keep a listening ear for calls for assistance, but let's not get complacent about the merit of calling in to inform Tas Maritime Radio of our location, destination and plans during the course of our Cruising. At the very least it keeps Skipper and crew attuned to Radio protocols, a bonus in times of need.

On behalf of the CYCT Committee I would like to wish all our members a safe and enjoyable Christmas season. Many thanks too, for the Committee team giving of their time, experience and good humour. There will be no General Meeting during January so plenty of opportunity for all to get out on the water. Don't forget to fly your burgee!

I hope we meet in an anchorage somewhere, sharing and making new stories, memories and friendships.

Vice Commodore's report – Mark Stephenson



I can't believe it is December already and the time of year for Seasons Greetings! Oh my, this year has really flown. No doubt the Vice Commodorial duties have taken up an amount of my time, trying to get things done on the boat taken up more time, driving to and from home to the boat some more time, and the inevitable weeding in the vegie garden the rest of the time.

A great turn out of volunteers were kept busy preparing, setting up and running the New Members Lunch. And a great turn out of members to meet our new members. As coordinators our Membership Officer Scott and Secretary Rachel deserve big pats on the back for their efforts. I wasn't able to join in with the Safety Day weekend but no doubt Ian Johnston will have shared an amazing amount of advice and experience.

With Al and Dinah about to return to Tasmania after quite a few months in New Zealand, the date for their "at home" has been moved to a week later, the 18th December, so check your diaries now and register, as numbers are limited - not by the size of the house and garden, or supplies of cider, but by current Covid19 rulings.

Hoping to see a few boats out for the Huon River over Christmas cruise. Crown Venture will be there about the 23rd for a week or more, so get in touch with me to find our whereabouts. Hoping to motor up to Huonville one day, stop in Franklin another with a byo BBQ at Andrew and Mary Perkins home. Many bays to check out in the valley with walks and relaxation readily available. New Year's Eve this year will be along the attenuator in Kettering. Jackie from Rusalka is sorting out berthing arrangements so people will be able to meander from boat to boat for a chat and a bite to eat. A low key evening, no pipe band or highland dancers appearing, unless we have any hidden talent in the club. It will be interesting to see how many manage to stay up really late to see the New Year in!

January events include the cruise to Southport, Dover and Recherche Bay and the long duration cruise to the Furneaux group of islands. Not suitable to every boat so get in touch with Cruise Contact Scott Poulter to discuss the suitability of your vessel and crew. Then mid-February John Bridgland will be taking a south east and east coast cruise. We have the Hobart Regatta long weekend, Valentine's Day, Norfolk Bay and then an east coast cruise early March. Lots on offer.. register your interest on the website.

Will see you at sea this year, or next.

Fair winds!

Rear Commodore's report – David Bowker



This is an easy month for me as we don't have a speaker at the December meeting. It is held, by tradition, at the Tas Maritime Radio building and there is a short General Meeting followed by a barbecue. Last year we had some delicious barbecued abalone from Ian Johnson and I am hoping to prevail on him to have a repeat performance this year.

If you want to see the regular schedule being broadcast, please come up at 5:20pm. If you don't, please wait until 6:00pm so that the operators don't have a noisy background. The meeting will start soon after 6pm.

There are more serious things to do though as we only have confirmed speakers for March and April next year. So if you have heard a good speaker or you know someone who has something interesting to say, please send me their name so I can start work on them.

Membership Officer's report & new members' lunch report – Scott Poulter



After a busy couple of months getting used to the Membership Officers role, chasing annual membership fees, producing the membership directory and welcoming 32 new members, I decided to register for the New Members Lunch and realised that I was the event contact! Well, Rachel and I had never even been to a CYCT New Members Lunch, let alone organise one, so I decided to ask a few questions. The general answer I received was.....don't worry, it all "just happens"!

So, feed up to 60 or 70 people hot seafood chowder followed by barbecued meat, salads, sauce, bread, seated at tables, with tablecloths, on an island, 300m from the jetty, with limited vehicular access, and no water. How hard could that be!

A little concerned that I might let the club down I started phoning a few people. Richard Taylor put the order in for the Chowder, Shona Taylor sent through spreadsheets and notes from past events, Ian Barwick, Mick Way and Anne Way registered their vehicles with Parks to gain access, checked the "shed" for equipment (BBQ's etc) beforehand, filled gas bottles, arranged additional chairs, supplied the bin and water for heating the chowder and led the set up. Val had made the application to Parks for approval to use the facility, including risk assessments and COVID plans. The plan was in place and we had enough food organised for 60 people. With less than two weeks to go there were only about 25 people registered and we still didn't have approval from Parks! With less than a week to go, the registrations were heading toward 60 and we finally received approval. Then the forecast crystallised: rain Thursday, Friday, cold and showery Saturday, wind and snow Sunday and Monday and I started to receive cancellations. What will we do with all this food!

Saturday came along and most of the rain stayed away. Delivery of the chowder by boat had become very complex after Parks refused vehicular access down the track to the jetty. Julie and

Ian Macdonald stepped in, picking up the 26 litres of hot chowder in their car from Kettering and delivering it to the shed at the Quarantine station. Val Nichols picked up the meat and transported it on Aziza. Ian, Mick and Anne started setting up. Mark Stephenson, Russel Wither and others, supplied serving platters, implements, “dressed” the tables and swept the floor. Rachel cut up two bags of onions! five lettuces, a bag of tomatoes, two half cabbages and Gus Vans-Colina took control of the barbecues.

By 1pm on Saturday 13th November, despite the weather, we had close to 60 members seated, savouring the hot seafood chowder, barbecued meat & salads, enjoying each other’s company, getting to know our new members, sharing knowledge and planning cruises together.

It did “just happen”. To me, this was a clear demonstration of the strength and character of the Cruising Yacht Club of Tasmania. This is the essence of why we joined the club. Over the past year, the club has had 22 new memberships taken up with a total of 46 new faces. Welcome to everyone and have a great cruising season.

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

Andrew & Gail Blakney

Dennis Pashen & Victoria Sheedy

Marshall & Trish Kimber

Rick & Leslie Allen

Exodus

Andromeda

Katherine Scarlette

MV Southern Explorer

WELCOME TO NEW MEMBERS

On behalf of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, both on and off the water.

Ian Howarth & Lynette Boulton

Mick Hawes & Julie Cassar

Brett & Elizabeth Harrison

Meltemi

Sant’ana

Manana

New Member directory from November 2021 – Scott Poulter

<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640
<i>Exodus</i>	Andrew & Gail Blakney	0400 711 812
<i>Katherine Scarlett</i>	Marshall & Trish Kimber	0415 902 453
<i>MV Southern Explorer</i>	Rick & Lesley Allen	0419 304 500

Introducing new members

Brett and Liz Harrison, *Manana*

Manana is an Ocean Alexander 44 Motor Yacht.

She was built in Taiwan circa 1983 and re-powered in 2016 with twin John Deere 150 hp turbo diesels.

We purchased her in March 2021 at Horizon Shores Marina, Gold Coast.

The vessel was cruised to Hobart in May 2021 with Brett as a member of the delivery crew.

She suffered some damage, including broken steering.

Manana is currently being refurbished at Derwent Marine. The main issue has been the removal and replacement of fuel tanks.

Previous boats include *Dynamo*, a 26ft JOG which we restored and eventually sold in 2008 and *Saga*, a 30 ft steel sloop which we fitted out from a bare steel hull back in the 80s.

Brett sailed to NZ in 1988 on an Adams 40, *Glenshiel VII*, owned by Hugh Garnham.



Manana

Andrew Blakney, *Exodus*

I commenced sailing at the age of nine initially in and around the Barnes Bay area in a ten foot tender rigged for sailing.

I then progressed to sailing an International Cadet at the Sandy Bay Sailing Club before sailing in a number of one design dinghy and keelboat classes in Hobart and Perth. This included the Fireball, LW Sharpie, S80, Etchells, SB20 and Dragon classes.

Have subsequently competed in our own yacht in the Sydney-Hobart and local offshore races.

I have had ongoing participation in competitive racing but have regularly cruised local waters also.

We hope to do more cruising over the coming years and with this in mind sailed our current yacht, *Exodus*, a Beneteau Sense 50, from Sydney to Hobart in March this year. *Exodus* is moored at Oyster Cove Marina which has fantastic facilities and provides easy access to southern cruising areas.

Our current plan is to cruise local waters till next winter and then sail north to Queensland and the Whitsundays.

We are looking forward to meeting fellow club members through the various activities available.

Gail Blakney

I have been involved in boating and cruising activities over the past thirty years and I much prefer cruising to the competitive aspect of sailing.

I am looking forward to doing more extensive cruising with our current yacht and meeting members through participation in club activities.



Exodus



Rick & Lesley Allen, MV Southern Explorer

I live in Levendale with my wife Lesley. I am a “born and bred” Tasmanian with a keen interest in naval history, military horses, saddlery and long equestrian journeys. I started my education at Cosgrove High School and with my father a merchant seaman and professional fisherman, grandfather a master mariner tug skipper in London, and my great grandfather a master mariner and Thames Barge sailing captain, it was a natural progression for me to join the navy and at the age of 15, I completed my education at HMAS Leeuwin. I went into the Electronic Technical Weapons branch of the navy and served on many ships and support depots ending up specialising in Attack Class Patrol Boats.

I started diving at the age of ten enjoying the coastline around Carnarvon Bay where my parents and two uncles had shacks. I have owned many boats of various sizes in my life; this one is number ten.

Since my discharge in 1988 some of the hats that I have worn include those of: qualified electrical fitter, ship’s master, marine engine driver, saddler, horseback tour guide, just to mention a few. I also did time as workplace trainer and assessor, remote area trainer, working in the desert training Aboriginals for five years, working and living in twenty-four remote communities. Qualifying from the Maritime College in 1998 I went on to a career as a Commercial Skipper, working for various companies such as TASSAL, Seaport Charters and numerous private vessel owners. I even did a stint on Sydney Harbour as master of a private corporate vessel.

My dream through all of this was to eventually skipper my own charter vessel, aiming at giving veterans like me an environment in which they could relax and hopefully forget about their worries.

At the beginning of last year this nearly came off, after 4 years of planning the business and eventually finding a suitable vessel. My engineers and I travelled to Sydney and inspected it, fell in love with it and paid a deposit!

The bulk of the funds was to come from a private investor.

In February 2020 three things happened-

1. The backer pulled out of the deal and we lost the deposit!
2. I was diagnosed with CHARCOT Foot
3. Covid 19.

With my commercial career unlikely from this point on, I had a torrid time coming to terms with my condition and the fact that for the rest of my life I would no longer be able to do things normally again. Already suffering from PTSD, I must say this did not help.

Having to learn to drive a vehicle with hand controls was quite a challenge but I stuck to my dream - well sort of. I eventually could afford to purchase a vessel to continue except not commercially, this time just as a private one.

I am a partially disabled TPI Pensioner and with help from my engineer and other veteran mates I can fulfil my dream.

Lesley has always supported my dreams even though she is not bent the same way when it comes to boats, having just had a double hip replacement. She has inspected the boat a couple of times and loves it but until she is more stable on her pegs she will not fully enjoy the boat.

Specs are as follows-



MV Southern Explorer

LOA 17.1 Metres
 Beam 5.8 Metres
 Draft 1.7 Metres
 Tonnage 42 Ton
 Twin 185HP Fiats
 Range 2800 NM
 Berths 11
 Expedition Style Cruiser
 Build by K & L Mills
 Queensland

Lesley, my crew and I look forward to meeting everyone in the near future

Cheers Rick
 Master M24 NC
 MED III
 Royal Australian Navy Retired

New members' lunch

I'm sure I reflect the sentiments of all new CYCT members, in expressing our warm thanks for the club's generous hospitality at the New Members Lunch on 14th November. The food was delicious (oh, that chowder!), and the conviviality served in spades. We chatted to friends new and old, learned who belongs to which vessel, and swapped tales of what it means to own a boat.



We consider ourselves well and truly welcomed! Thanks to all crew involved in the organisation of such a day, including whoever was put in

Ian & Wendy Fletcher welcome new member June Hutton (centre) in charge of Bruny's changeable weather. See you out on the waves!
 June (Hutton) and John (Braakhuis), *Gypsea*



Russell wins the prize for ingenuity with his substitute broom!



Russell Wither welcomes new member Ken Johnson



New members Gail Blakney & Julie Cassar



Long term members Ian Barwick, life member Paul Kerrison, Ian Johnston and Mark Stephenson



Scott serves up some chowder to new member John Braakhuis



Gus cooks up a storm



New members Callum & Alex Macaskill, Mick Hawes and Andrew Blakney

Women on Boats – Bev Hitchens



The October WOB gathering, sadly, had to be cancelled at the last minute, due to the sudden imposition of the three-day COVID lockdown. However, our November meeting, proceeded as planned on the 15th, and we welcomed a joint presentation by Dr Liz Smith and Endra O'May, who have both been heavily involved in encouraging women to participate more in on-water activities, at Cygnet and Franklin, respectively. These include sailing and rowing, but also, significantly, participation in all-female construction teams in the building of the St Ayles skiffs, "Imagine", "Swan" and "Cygnet". I include here a precis of her sailing life, provided by Liz.

"The sea has always been part of my life – especially rowing. In Sydney during the 1980s and 90s I was a weekend sailor and after coming to live in the Huon Valley in 1999 I looked for opportunities to be on the water. The Huon River was inviting, the Living Boat Trust was welcoming and in 2007 I participated in the first 'Raid' – Tawe Nunnegah.

In 2011 the opportunity to work with other women to build a St Ayles skiff through Women on Water enabled me and other women to work together and then to row together. The building and rowing were so successful that in 2013 I approached the Port Cygnet Sailing Club about supporting the building of a St Ayles skiff in Cygnet. With funding from the State Health Department and great community support, the first Cygnet build started in mid-2013 at Cygnet Wooden Boats under the supervision of Jeremy Clowes. A good time was had by all and the *Swan* was launched on March 1, 2014. Since then a second St Ayles skiff, the *Cygnet*, was funded and built by the Cygnet community with support from the Bendigo Bank.

Both skiffs are still in regular use, with about 80 active rowing members, many of whom do not sail, now involved at the Port Cygnet Sailing Club. A new world of experience, with opportunities to exercise and enjoy being on the water has opened up for the community and the *Swan* and the *Cygnet* can be seen out on Port Cygnet most days of the week.

Women on Water in Franklin set the example and I hope that many others will follow."

Liz and Endra reiterated an invitation to WOB to participate in the Cygnet "She Sails, She Rows" weekend next year (26-27 March) organised by the Cygnet Sailing Club. WOB look forward to catching up with these inspiring women in their 'home' waters.

On a different subject, three of our WOB members participated in the Derwent Sailing Club MAST Power Boat Licence course on Wed 17th. We were blessed with a glorious, near-full moon evening on the Derwent for our practical. The course was well run by Greg Brookes, and most enjoyable, as well as necessarily informative. I highly recommend this course if you are in search of one.

Show day cruise, Great Taylor Bay – Elizabeth Helm

The Great Taylor Bay cruise weekend was short, small, but immensely enjoyable. Three boats convened in South Tinpot by mid-afternoon on the delightfully summery Thursday Show Day – *Pandora* (John and Helen Bridgland), *Objectif Lune* (David and Jenny Graney) and *Intrepid* (Ottmar and Elizabeth Helm). The passage from Kettering was comfortable, on the whole, with a following NE breeze, although there were some wild and unpredictable gusts and waves around the Middleton light. Immediately thereafter it was much calmer and quieter – the Kraken must have been lurking at the light!

We gathered aboard *Pandora* for drinks and snacks in the lovely warm late afternoon, before settling into our respective boats for the night, with the wind finding its way over the low land between South and North Tinpot just enough to flap and rattle anything loose on deck.

The following day John tried some fishing, without success, before everyone came on board *Intrepid* for morning coffee. All agreed that, with the wind forecast to change to the southwest by evening, The Quarries would be the place for the next night. *Intrepid* left a little early and anchored in Daniels Bay until the change came through exactly as predicted. The others timed it perfectly to be anchored before the rain began. Drinks were held on *Objectif Lune* at 6.00, but by that time the rain had really set in, so the fair-weather boaters on *Intrepid* decided to wait for a lull in the downpour before venturing across. In the meantime, *Meander* (Brett and Heather Doubleday) arrived and bravely got their dinghy in the water and, fully shrouded in wet weather gear, duly crossed over to *Objectif Lune*. The wimps aboard *Intrepid* weren't (intrepid, that is), and after waiting about three quarters of an hour, decided that we had missed the best part of the party and wouldn't go at all!

The following morning was calm but the rain hadn't stopped once, so *Pandora* and *Intrepid* decided to return home, while *Objectif Lune* and *Meander* were staying on for the time being.

It was very nice to return to the comfort of home with the weekend essentially still ahead of us, while still having enjoyed all the pleasures of a club cruise.

By and large

On the whole or in general

By and large refers to the ability of a vessel to sail well both on (toward) and off (away from) the wind. In this context the word *by* basically means 'near' or 'at hand' and the word *large* means 'with the wind on the quarter'. Hence, a vessel that sails well *by and large* can sail close to the wind or off it.

www.merriam-webster.com/dictionary

Quiz

1. What measures 1852 metres at the equator and one minute of latitude?
2. A Cunningham eye is a:
 - a) A loop of rope in a sail to take reefing lines
 - b) Eye on the luff of the mainsail to control its shape
 - c) Eye in the mast for securing shrouds
 - d) Eye spliced at the end of a rope.
3. What are the code words for the letters a, e, l, q, t?
4. The safest method of heaving-to is to:
 - a) Hold course with sea on the bow
 - b) Stop the engine, secure all openings and drift
 - c) Hold course with sea on the quarter
 - d) Hold course with sea astern
5. In the IALA buoyage system 'A', a South Cardinal mark must be passed as follows:
 - a) Vessels keep it to the south when going into port
 - b) Vessels keep south of it when going into port
 - c) Vessels keep it to the south at all times
 - d) Vessels keep south of it at all times.
6. An isophase light consists of:
 - a) Very quick flashing
 - b) Longer off than on period
 - c) Equal on and off period
 - d) Longer on than off period

Answers page 38

CYCT Development fund

At the discretion of the Committee, the CYCT maintains a Development Fund to promote training of members to improve their sailing and on water skills. All skills areas including, but not limited to, sailing, boat handling, vessel maintenance, navigation, safety and regulations are to be encouraged. The rules governing the Development Fund are:

1. The annual allocation and the subsidy will be set by the Committee from time to time.

2. There will be an annual maximum fund allocation (Note 1). Once the funds are exhausted within a particular year (1 July to 30 June), then no more applications will be accepted until the next year, and rule 6 will still apply.
 3. Open to any CYCT member, who has been a full member for at least 1 year.
 4. Members are eligible to a subsidy (Note 2) towards the cost of a training course.
 5. A member may only apply for one subsidy per year (1 July to 30 June).
 6. Written applications must be received by the Committee after completion of the course but no later than 60 days after completion.
 7. A member may only receive funding once for a particular course.
 8. Only approved courses as determined by the Committee are eligible. As a guide (but would have to be looked individually before approval), most Sail Train courses run by DSS and courses organized by CYCT would be approved. Because it's impractical to provide a complete list of courses, applicants are advised to enquire beforehand.
- Note 1: 2017 initial allocation is \$500.
Note 2: 2017 initial subsidy is 30% of the cost of the course up to a maximum of \$60.

Members who have recently completed motor boat licence courses would be eligible to apply for this funding. --Ed

Small projects fund – MAST

MAST makes funds available for small projects suggested by members of the public. If you have a project in mind, go to the MAST website and download the application form.

In addition to the \$1.3 million provided annually for larger projects, MAST provides \$300 000 per annum to fund smaller projects and safety and navigation initiatives to up to \$75 000. The public and facility owners are encouraged to apply to fund projects under the Small Boating Fund (SBF). Examples of such projects may include navigation aids, fendering, small walkway or pontoon, ramp overlay, re-decking a walkway, ramp solar lighting etc. The SBF is open year-round, and applications can be submitted at any time during the year.

Applications are assessed internally against the criteria specified on the application form by a committee of four staff.

Through this process stakeholders may also suggest larger projects to be included in the Marine Infrastructure and Safety Plan.

Small Boating Fund application forms are available from the MAST website by clicking on the link <https://mast.tas.gov.au/about/small-boating-fund/> or email admin@mast.tas.gov.au or by phoning MAST on (03) 6235 8888.

A list of all projects funded by MAST and others since 1998 can also be viewed by clicking on the website.

If you have any concerns regarding the suitability of a project, please contact the Recreational Boating Team at MAST on (03) 6235 8888 or email admin@mast.tas.gov.au

Cardinal marks – Jack O'Rourke, Deckee

This article was written by Jack O'Rourke and has been reproduced from the September issue of Deckee, with permission. -- Ed

Cardinal buoys and markers are used to indicate safe water using the direction of the compass points.



The system is designed to mark what course to take to find the best navigable water and are to be used in conjunction with navigation charts to check your direction in relation to potential hazards. When identifying cardinal buoys, it is a good idea to have a compass onboard.

They are also used to alert boaters to which side of the mark the deepest water is, or to signify a feature of a channel such as a significant bend or junction. In this article, we look at various clever ways to remember the markers.

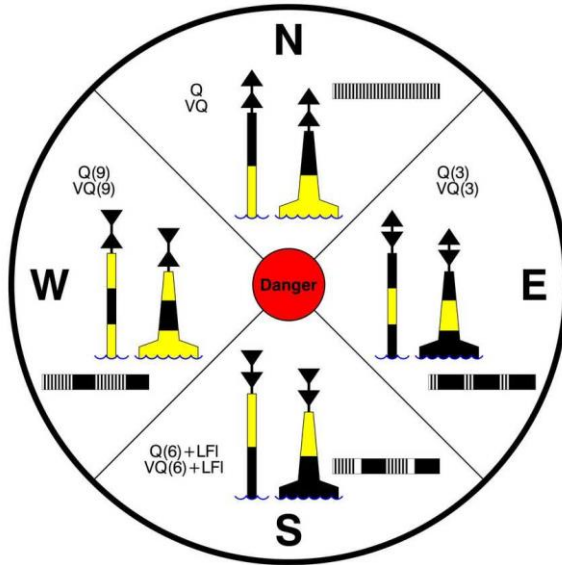
Identifying cardinal buoys

Cardinal markers can be spar or pillar-shaped and are coloured yellow and black. The position of the colour bands shows vessel operators the direction of the safest and deepest water.

- The *North* cardinal buoy has two bands of equal size: a black stripe on top and a yellow stripe on the bottom.
- The *East* cardinal buoy has three bands of equal size: a black stripe on top, a yellow stripe in the middle, and another black stripe on the bottom.
- The *South* cardinal buoy has two bands of equal size: a yellow stripe on top and a black stripe on the bottom.
- The *West* cardinal buoy has three bands of equal size: a yellow stripe on top, a black stripe in the middle, and another yellow stripe on the bottom.

The clear and navigable water lies on the named side of the mark. For example, the north cardinal buoy is located so that the safest water exists to the north of it.

They can also be distinguished from one another from their top marks and rhythm of light.



Top marks and lights on cardinal buoys

Top marks on cardinal buoys are shaped like two cones, and they point in different directions depending on the black bands for each of the four.

The light signal for cardinal buoys is white and can be related to the face of a clock. The sequences are all different, based roughly on clock positions (continuous, or groups of 3, 6 or 9).

- North - white light continuous quick flashing light.
- East - white light 3 quick flashes.
- South - white light 6 quick flashes + 1 long flash.
- West - white light 9 quick flashes.

Either a Quick (Q) or a Very Quick (VQ) sequence of light flashes is used, allowing for two similar nearby marks to be uniquely identified by their lights.

Quick flashing light (Q) has a flash frequency of 60 flashes every minute and a Very Quick flashing light (VQ) has a flash frequency of 120 flashes every minute.

Handy tips for remembering cardinal buoys

There are a number of memory aids available for these buoys:

- The North and South cardinal top marks are pretty easy to remember as they follow the directions North and South. North cardinal top marks point upwards while the South top marks point downwards.
- The East cardinal top mark is commonly associated with the shape of an Easter egg, with the two cones pointing in opposite directions. If you are following the egg metaphor, then a tip to remember is the East marker's colours is two blacks with yellow in the middle signifies a yellow yolk in the middle of an egg.
- The West cardinal top mark can be compared to a wineglass – with the two cones pointing towards the centre.

Develop your own clever way to identify them so it is easy for you to remember when you are out on the water, or you will end up in the exact place you wanted to avoid.

Being able to spot cardinal buoys by day or night, and knowing which side to pass, should become second nature to all boaters. You can see interactive Aids to Navigation on the [Deckee app](#).

Link to the original article: <https://deckee.com/blog/how-to-remember-cardinal-buoys>



Stpp press! For sale! Tender and outboard.

Highfield 2.6m Ultralight RIB.(2016) with Honda 2.3 hp outboard, both in good condition. For sale as a package.

Price: \$1750

Contact Mike Ponsonby

Mob 0400 948 729 or email ponsonbym@gmail.com

SV *Dulcinea's* cruise to Queensland – Phil & Julie Garlick



Phil & Julie-Anne Garlick

04/04. We started our journey at the beginning of April, the plan being to join the CYCT cruise around Bruny Island, but the weather had other ideas, blowing non-stop. We left Southport and decided that we would continue to Adventure Bay, completing the CYCT cruise. From there we travelled to Dunalley, through the Denison canal and on to Maria Island, stocking up with some yummy flat head on the way.

08/04. We left for Triabunna and then to Shelley Beach to wait out a weather front.

10/04. We thought that we had enough break in the weather to get to Schouten Passage but we were wrong. Halfway across we got caught with squalls coming from all angles; reefs were put in place and head sail put away. For the next couple of days, we had strong wind warnings and severe weather warnings.

12/04. We finally left, destination St Helens. On our first attempt that morning we were hit with big seas (supposed to be 1.2m) just outside the Passage, so back to the anchorage. That afternoon we decided to go again. The seas second time around were a lot calmer. It would be a night sail - our first for a while and we had company! Halfway through the night a pod of dolphins and seals led the way. We could hear their whistles, squeaks and grunts through the hulls.

16/04. We stayed in St Helens for a few days waiting once again for the weather (boating life). We had a lot of advice to go the scenic route across Bass Strait, so leaving St Helens 16/04 we sailed across to Clarke Island - Rebecca Bay in the Furneaux group. This is where our adventure really began. The winds were westerly, gusting 30 knots and the sea state was 3 metres+. We were safe unless the winds turned southerly; we just had to wait it out. Well! That day we had southerly winds 20/30 knots forecast at 1800 and we had nowhere to go. Around 1800 hours the wind did shift and we were hit with waves that I never

want to see again. I was so seasick (vomiting in a bucket) holding on for dear life, Philip not sick but a bit worried. It started to ease around midnight and we finally went to bed at 2am. Tell me - why do bad things/weather always happen at night? The next morning, we discovered that the clip holding the bridle was completely buckled and the bridle itself broken. Our anchore kept us safe.

21/04. At Prime Seal Island we picked up one of the courtesy moorings. Here we sat for a couple more days sitting out strong winds.

27/04. We finally got a weather window to cross Bass Strait and left for Lakes Entrance. As the day went on things got calmer and calmer until we were down to 4 knots so about 2am we started up one engine for a bit more of a push and to get us into Lakes Entrance the next morning. We got a berth right in town. This was great. We did our shopping and pushed the trolley a short distance back to the boat and unloaded. There was a pub just across the road for counter meals and one night at 9pm we did a quick run across the road to McDonalds for a hot apple pie and a sundae. It was a great place to stay.

01/05. Arrived at Eden. We met up and had lunch with the people we bought our boat from, who were travelling in their new motor home. We explored Eden township and went to the opening of the new Eden Information Centre, the killer whale museum and took the dinghy across to the Sea Horse Inn in Twofold Bay.

04/05. Bermagui, Jervis Bay, Port Hacking. Got fuel at Cronulla and then went up into the national park to pick up one of the courtesy moorings. A magical place, surrounded by the Royal National Park and we had the place to ourselves.

13/05. Destination Middle Harbour which is the northern arm of Port Jackson. We had to wait for the Spit bridge (concrete girder bridge) and travelled up to Bantry Bay. Picked up a courtesy mooring near the Bantry Bay explosives magazine, a disused building built around 1911 and surrounded by Garigal national park.

Over the weekend we had family stay on board, so we did the long walk (over 8km) along the local bluff track and just explored the area.



Bantry Bay

17/05. Destination Pitt water. This was a very busy spot. We picked up a mooring in America Bay near the mouth of the Hawkesbury River. We set off in our dinghy to find the waterfall located in this area. We found the walking/boulder

trail, which was a part climb, part walking trail. We found a small, picturesque waterfall cascading over the escarpment.

The next few days we hopped from destination to destination: Newcastle, Forster, Port Macquarie, Trial Bay, Coffs Harbour and to Yamba. We stayed at Iluka, the name meaning "near the sea". We went for a walk through the Iluka nature reserve and to the bluff. We then set off to explore the Clarence River. First stop, the historic Scottish town of Maclean. We tied up to the public pontoon and enjoyed the BBQ facilities on shore with new sailing friends. What an amazing town. We then took off to Grafton. We could not fit under the overhead cables, which we knew in advance, so had a look then returned to Ulmarra for the night. Enjoyed a meal at the pub with some other sailors then the day came to set sail for the Gold Coast.

05/06. Arrived at the Gold coast at 2 am. Next morning, we headed up the Gold Coast waterways with another vessel *Kalida*. Tangalooma wrecks - a must see, Peel bay - every man and his dog descends on the weekends. Manly marina for a couple of weeks. We had our rigging replaced, new solar panels installed and a few other bits and pieces done. Our daughter arrived in the second week and we took her out to dive on the wrecks at Tangalooma. We did quite a bit of travelling on the train into Brisbane itself and the surrounding areas. We enjoyed all that was on offer in Manly including the farmers' market on Saturday

and the creative markets on Sunday. It is true what people say: you get itchy feet, time to go.

Left Manly marina, destination – Mooloolaba, where we arrived at 1430. Then on to Double Island Point. We spent a few days here waiting for the sea state/tides to calm, so we could transit through the



notorious Wide Bay bar. There are 4 markers that you have to follow and these change constantly with the sand bars. It takes roughly 45 min to cross this bar with waves crashing on both sides on the entrance to the last section known as the 'mad mile' where seas become very troubled over deep water on the Inskip Point leads. It was an experience. We arrived at Tin Can Bay around 14.30. Next morning, we headed to Gary's anchorage and then on to Kingfisher Bay. Next stop Bundaberg. We stayed at the marina for a few days and hired a car. We did the tourist attractions around Bundaberg like Mon Repos turtle centre, the lookout, Hinkler Hall of Aviation, Hinkler's house, Bundaberg soft drinks and of course the famous rum distillery. We had a full on 3 days at Bundaberg and loved every minute.

10/07. Left Bundaberg marina, destination Pancake Creek. Had a great sail, no motoring, arriving at 1600. Next day destination Curtis Island. Anchored at North Point opposite Gladstone. This was not a good anchorage, very roilly. We left bright and early the next day for Great Keppel Island. Light winds were forecast.

13/07. Along with a lot of other boats we left Great Keppel sailing for Port Clinton. Once again, we sailed with the kite. All was going well, but just off Round Island the clip on top of the turning block let go. It was like watching slow motion as the sail went down under the boat. We tried dragging it over the bow of the

boat with no success. We then let it drift back where the control lines wrapped around the prop. Phil got the boat hook pole to try and push the lines down and ended up losing the rod. No choice - he jumped in to retrieve the rod and kick the lines away from the prop. The next step was to get the sail in. This was not an easy task as the sock (upside down) was full of water. Phil put the control line around our electric winch and slowly winched the sail in. Success and no tear, only stripes from the antifoul. Port Clinton was a lovely place - good anchorage with good holding.



Looking towards the Reef

14/07. We left Port Clinton for Island Head creek. We had the place all to ourselves. We saw lots of loggerhead turtles and that night there was a huge display of garfish leaping out of the water. We had a visitor the next day - another catamaran - who had run out of fuel. We gave him enough to make his way back to Yamba. We were happy to stay here for a while as there were strong winds w/nw 20 knots gusting to 25-30 knots. At 0930 on Friday 16/07 we had another visitor - the Police. They told us that we had to move as we were directly in line of fire from the war games that were about to take place at midnight that night.

So not wanting to bash into the strong wind and sea state we sailed back to Port Clinton.

17/07. Heading for the Percy group, we had to go 20nm out to sea to go around the perimeter to avoid the war games, arriving mid afternoon at North East Island anchoring in Blunt Bay. Beautiful blue water and great coral to snorkel, water temp a nice 20 degrees. We caught up with a few boats that we had met previously. After a few days we moved on to Middle Percy, anchored at West Bay and explored the famous wooden A frame hut with a quirky hand-written sign naming it the 'Percy Hilton' and filled with plaques bearing boat names and souvenirs left by passing boats over the years. We looked for a spot in the hut to hang the CYCT flag along with our boat name. We left Percy that morning and headed for Curlew Island. We went for another swim with water temp warming up to 23 degrees and a long walk on the beautiful white sandy beach. We booked into the Mackay marina for the next day. The sunset that night was spectacular and we were anchored with friends so Phil decided to send the

drone up. He took some great photos of everyone's boat with the sunset in the background. On the drone's re-entry to land on the roof, it did not shut off and vibrated off the roof and into Davie Jones' locker.

We didn't have the best experience at Mackay marina - we intended to stay for four nights but left after two. Arriving at Brampton Island after a great sail we stayed on the south side in Oyster Bay as the winds were n/w. What an amazing spot. White beaches, warm water, temperatures ever increasing, coconut trees, lots of butterflies, coral (snorkelling) and lots of fish. Phil managed to get some coconuts off the tree and we enjoyed some fresh coconut juice and meat while sitting on the beach. Glorious, you could not ask for anything better. We shared the coconuts with some other boats that we met on the way and enjoyed sundowners on *Purrfection*, another Seawind 1160. From Brampton we sailed to Thomas and then to Whitehaven. We had to motor this time. Said hello to some new friends that we had met and then went into Tongue Bay, Whitsunday Island. Met up with Michael on *Nebo*. We did the bushwalk up to the famous Hill Inlet Lookout that looks south down the spectacular Whitehaven Beach. We discovered that we had picked up a hitchhiker under our boat - a great big grouper which must have been at least 2 metres in length and weighing around 200 kg, using our boat as shade.

According to BOM we had some good weather coming. Time to head out to the reef. Destination Hook Reef about 24nm northeast of Whitehaven Beach. This was mentally challenging for me. Picture this: you are in the middle of nowhere, no one about, you cannot see the coral, just water as far as the eye can see. I could not get in the water to enjoy the coral and fish life. Phil got in and took some amazing underwater footage. The next day we moved to Bait Reef located on the edge of the Coral Sea and is the nearest of the outer reefs to the Whitsunday Islands. We met up with some new and not so new friends. We fed some Bat fish off the back of the boat, visibility around 15 metres, maybe more. There are coral encrusted walls known as the Stepping Stones (18 in all) and shallow, untouched coral gardens. We enjoyed a long snorkel twice that day. A brilliant day. The next day we decided (4 boats in all) to move to The Great Barrier Reef's Hardy Lagoon. You need a high tide to navigate through 'The waterfall' entrance into Hardy Lagoon. Not for the faint hearted as you have coral on either side of the boat with little room to manoeuvre. What an amazing spot, coral all around you. We snorkelled just about all day, great visibility,

abundant marine life (in shallow and at depth). That night we had a BBQ on board (this was the start of many to come) followed by some interesting card games. It was a great way to finish such a spectacular day. Next day It was early afternoon before we could move again, waiting on high tide. Destination Butterfly Bay at the top of Hook Island. As you know when you have a few boats heading to the same location it becomes a race, whose boat sails the fastest. Butterfly Bay is very popular with excellent snorkeling and diving and protected from most wind conditions. That night cricket on the beach, all boats invited, along with sundowners. The next day we moved on to Gloucester passage to set anchor at Cape Gloucester. We stayed here for 3 nights enjoying the Gloucester

Eco Resort, catching up with friends and enjoying meals on other people's boats.



Island Head Creek

Back to Airlie to stay at the Coral Sea Marina for 2 nights. This is a very fancy marina with brand new facilities. We were only staying here as we were having new covers put on our dinghy.

We had a list of things that we

wanted to do while at the marina, the main one being to give the boat a good wash and clean inside. We got to use the marina car for a few hours, so, as you do, we went shopping at WW. We Left the marina and anchored. We were invited to drinks on shore with the Cruising Queensland Club then walked down into Airlie to enjoy the Airlie Reef Festival that ran over 3 days. We enjoyed watching the fireworks, rides, singing, stalls and the trees that were decorated in the theme of the reef. Great night. The next day we walked to the Airlie markets. Phil and I always dressed in shorts and T-shirt as each day it was 20 degrees and above, but the stall holders had puffy jackets and ugg boots on. They were cold, though it was a beautiful sunny day and when we explained that we were from Tassie, they all laughed. We were booked into Airlie medical center the next day for our first Pfizer shot. We then had to wait around for another 4 weeks for our next shot, so we spent this time exploring the area. A group of us left for South Molle Island, anchoring in Bauer Bay. That afternoon we played cricket on the beach and had drinks on the million dollar jetty. The next day we went for a walk up to Spion Kop 4.2 km walk one way. This lookout

offered outstanding views across Whitsunday's famous island. On the way back we diverted and walked to Balancing Rock perched in a eucalypt forest. We then sailed around Long Island to Happy Bay, where we stayed for a couple of days. This was a great spot with another closed resort but it had a great beach for swimming. The last few weeks have been sailing around the Whitsunday Islands, snorkelling around the reefs, beach cricket in the afternoons and drinks ashore for sundowners. Back to Airlie to stock up and to get ready to depart for home.



Whitehaven Beach

Return trip.

14/09. Left Airlie after our second covid shot, heading down the inside of Long Island riding the tide at 9.5 knots. We got into our shift rhythm for the evening, arriving at the Percy Islands early morning. That day was spent watching, eating and sleeping. By 2100 on the second night we were near the Great Keppel Islands with the moon and stars lighting the way. 215 nm travelled so far, hoping to reach Fraser early Tuesday. We arrived at Fraser around 2am and anchored just off the resort. We had covered 367nm. That morning we motored to Gary's anchorage for the night, getting ready to navigate the Wide Bay bar. It turned out the bar had other ideas and it had wave height of over 4 metres. That day

we headed for Tin Can Bay to check out the area. Nice little spot. Early the next morning the conditions had eased so we decided to go. We had a good run out until the end where we were looking at 3 metre waves nearly breaking in front of us, but we got clear and headed straight to Morton Island arriving at 22.45 and hitting the sack.

We were in Manly (Queensland) in the marina for a week. We left there on Saturday morning and started down the inland waterways to the Gold Coast stopping at Jacobs Well for the night. We met up with *Pacific Star* whom we had met on the way up. The next day we moved down to Wave Break Island just off the Gold Coast seaway and being the weekend, every man and his dog was there. Anchoring was tight and with the wind picking up to 30 knots and boats moving around in the current we decided to move down to an anchorage near Brown Island that was very protected and very shallow at 1.8 depth at high tide. The next afternoon we left for Iluka in N.S.W. sailing overnight to arrive at the barway on the right tide.

01/10. Left Iluka planning to travel overnight but the weather had other ideas. A big storm was circling around us - we could hear thunder and it was not long before we could see lightning. We headed for Coffs for the night. The next day we headed for Pittwater, sky still very grey. We sat in Pittwater for 3 days waiting for the front to pass. Pittwater was very entertaining watching all the boats, some rafting together, jet skis etc. and lots of people out having BBQs. BUSY BUSY BUSY! Sydney and surrounds where supposed to be in lock down.

06/10. Left Pittwater and travelled over night to Jervis Bay. Small hops to Batemans Bay and then to Bermagui. We spent 9 days in Bermagui awaiting good weather. We finally got a small window to make it to Eden. Just as we left the Bermagui bar way a whale shot up out of the water making a huge splash - it was a nice way to start the day.

18/10. We arrived at Eden, Two Fold Bay, anchoring in the south bay behind the wharf. Strong winds were predicted over the next couple of days then it was a matter of being patient.

21/10 - Departed Eden, destination St Helens. We decided to make the most of this short weather window, with sea state at 2.2 metres with a 2.3 metre swell,

wind 15 knots gusting to over 20 knots. We were sailing along well, with one reef in the main expecting 20 plus gusts. At 2100 the wind and sea state increased so we put another reef in the main sail and put the head sail away, trying to slow the boat down. The sea state was very lumpy but not too uncomfortable. We had one rough wave that hit us hard on the port side that sent our printer flying (still works). The rest of the sail was uneventful. We arrived at St Helens 2330 and anchored in Binalong Bay.

The next day we went through the bar way (no worries) and anchored just off the marina. We then had the dramas of signing in with our G2G pass

26/10. Left St Helens at 12 noon at high tide and sailed throughout the night. We sailed on the outside of Schouten and Maria Island arriving at the entrance to the Denison canal around 10am. Discussion was had to see if we could make it to Kettering marina (sail would take approx 5 hrs) before the predicted strong winds. Sails went up after exiting the canal and we were off - a race against the weather. We encountered little wind, arriving at Kettering at 1600. Next day we picked up Daryl's mooring at Barnes Bay to enjoy the area for a few days before heading to our berth at Prince of Wales Marina.

Since purchasing our catamaran *Dulcinea* in Adelaide and sailing her back to Tassie last year, we have done well over 5000nm in 12 months. No mean feat. Our journey has taken us to some amazing places thus far: we have met some interesting sea faring people, enjoyed many sundowners with many well told stories, BBQ's, played cricket and played many a card game. We have had numerous offers to circumnavigate Australia, go around the top into the Kimberleys or to sail to New Zealand, but at the moment we are both happy to be back in Tassie, although the weather could be much warmer.

We would like to thank everyone who followed us either by Facebook or AIS. A special mention to Daryl Ridgeway who rang us every second day to make sure we were ok and John Deegan who we criss-crossed all the way up the NSW coast as far as Newcastle, where John stopped for a while. If you would like to see some more photos and videos of our trip, please go to *sailing Dulcinea* on Facebook.

General Meeting minutes, Tuesday 2nd November 2021

1. Opening

Commodore Val Nicholls opened and chaired the meeting at 7:30 pm

2. Rear Commodore

The Commodore introduced Guest Speaker

Topic: "Transiting the Panama Canal" by Jonathan & Nathalie Ross

The guest speakers were thanked and presented with a gift.

3. Secretary

Attendees and Apologies

Reminded people to sign the attendance sheet.

Apologies:

Tolly & Josephine Jaworsky,

David Hart

Liz Garnham

William MacDonald

Janne Gorman

Jo Nolan

There were 75 Club members in attendance plus 2 guests and 7 apologies.

Phillip Kimber introduced his brothers Marshall and Roger to the meeting

Minutes of the last General Meeting (5 October 2021)

Motion - The minutes of the previous General Meeting held on 5 October 2021, as published in the *Albatross*, be signed as a true and accurate record of the meeting

Proposed: David Bowker Seconder: Mark Stephenson Carried

Confirmed and signed as a true and accurate record of the meeting.

Business arising from the Minutes

Nil

4. Membership Officer

The Membership Officer, Scott Poulter, reported that there were nine new members (four primary members);

Mick Hawes & Julie Cassar on *Sant Ana*, a Meridian 41 I fly bridge motor cruiser,

Brett & Elizabeth Harrison on *Manana*, an Ocean Alexander44 motor yacht,

Andrew & Gail Blakney on *Exodus*, a Beneteau Sense 50,

Dennis Pashen, Victoria Sheedy and Dan Sheedy on *Andromeda*, a Kaufman Huon 36.

The following new members attended the meeting, were introduced and received their Burgee from the Commodore, Val Nicholls: Alex Hirsch & Steve Tripkovic, Mick Hawes & Julie Cassar, Brett & Elizabeth Harrison.

5. Vice Commodore

What's happened:

Show day weekend in Great Taylors Bay was a success with 2 out of 4 days with good weather

Safety Day weekend in Barnes Bay – postponed again due to weather

What's to come:

New members lunch in Quarantine Bay 13 November. The committee has decided to make this event free for all members. Whilst chowder, meat, bread and salads are provided, members are asked to bring everything else (cutlery, plates, drinks and nibbles).

Safety Day has been rescheduled to the weekend of 20th November. Ian Johnston is still the cruise contact & co-ordinator. There will be a new event on calendar so members are asked to register again.

Family and Friends 4th December details to follow. This event coincides with the RYCT Family and Friends day in the Hobart area.

The “At home with Al and Dinah” event in December will need to be postponed or changed as they are not back yet. Details to follow.

Huon Valley over Christmas 23 December, Mark Stephenson is Cruise Contact.

New Year's Eve – evening on attenuator, details to follow.

Pirates Bay at Eaglehawk neck will be turning 200 years old at end of January (29th) with celebrations scheduled to commence on the Friday afternoon and culminate with a market and happy hour on Sunday.

Rhona H – safety sail 7th November (see previous minutes)

Moorings – we need to know when moorings are being used, and by whom. Please let Mark know if you use any of the moorings so that we know if it's worth keeping them.

6. Commodore

Committee working on processes for finances & membership

Thanks to Scott for getting the Directory out & Mark for the Calendar

Val received an invitation to represent CYCT at a service at St Georges Anglican Church for the 86th mariners memorial service, honouring those lost at sea. Val proudly paraded our flag & placed it aside the alter during the service.

Women on Boats

Bev Hitchens reported that the last meeting was cancelled due to the lockdown in Hobart. It was to be a workshop discussing various scenarios at sea and how to deal with issues arising.

The next meeting will be Jane Johnston who will discuss the building of a skiff by a team of women.

A number of members of WOB are doing a boat license at DSS. This is not a women only course, however, there are still places available.

Sail away on 27 & 28th November. There are 4 boats going but crew is needed.

6th December Christmas party at Kettering at Bev's place

Reminder that the deadline for submissions to the November Albatross is 17th November 2021

7. Other Business

Ian Johnston discussed the postponed safety day. It will include seamanship; towing; rope work; and importantly practice of Skipper (possibly a buoy) overboard. This event will take place as (re)scheduled as poor weather provides a good opportunity by which to learn and practice these procedures under stressful conditions. Don't forget to register to the new event on the website.

Val reminded everyone to register for events.

Editor – Julie thanked everyone who has contributed articles. She is looking to catch up with those who have travelled further afield who can send in articles and is seeking members' help in identifying those who may be able to contribute.

8. Next Meeting

December 7th at Tas Maritime headquarters, Queens Domain. General meeting and BBQ 6pm - 9pm. Members arriving early to listen to the sched are reminded to remain quiet.

9. Close

Members were invited to socialise downstairs at the bar

Meeting closed at 8:50pm



Ahoy!

I say Ahoy there!

I've returned from warmer climes, expecting to come back to find summer. ...Ha! What a disappointment. However, I did spot something recently that gave me a good laugh and cheered me up.

I saw a committee member going by dinghy over to *Gradiva* for lunch He climbed onboard and went to remove his life jacket but found he wasn't wearing it – it was back onboard his boat. It was originally safety weekend, and this sailor is meant to know all about safety????

Be sure to let the editor know if you see anything that would give me (and the readers) a laugh. Albert Ross

MAST Cruising Moorings The moorings are recognisable by the distinctive yellow buoy and markings. There are 24 cruising moorings around the State.

Location	Latitude	Longitude
East Shelly	42 33.960	147 53.603
East Shelly	42 33.928	147 53.645
Coles Bay	42 07.708	148 17.629
Coles Bay	42 07.734	148 17.642
Taranna	43 02.955	147 51.703
Nubeena	43 06.107	147 44.310
Port Arthur	43 09.026	147 51.208
Dunalley	42 53.199	147 49.231
Maria Island (shallow draft only)	42 34.718	148 03.828
Maria Island (shallow draft only)	42 34.738	148 03.826
Maria Island	42 34.747	148 03.785
Lady Barron	40 12.792	148 14.994
Lady Barron	40 12.750	148 15.060

Location	Latitude	Longitude
Port Davies (Emita)	40 00.585	147 52.588
Prime Seal Island	40 04.137	147 45.717
Prime Seal Island	40 04.117	147 45.827
Prime Seal Island	40 04.079	147 45.855
Trousers Point	40 13.726	148 02.085
Pirates Bay	43 01.925	147 56.547
Binalong Bay	41 14.897	148 18.290
Binalong Bay	41 14.835	148 18.201
Swansea	42 07.220	148 04.659
Grassy Harbour, King Island	40 03.86	144 03.66
Grassy Harbour, King Island	40 03.857	144 03.787

Rules for mooring use
A 4 hour time limit during the day
Vessels picking up the mooring after 1.00pm may remain on the mooring overnight until 9.00am the following day
Maximum vessel length (Monohull) – 15 metres
Maximum vessel length (Multihull) – 14 metres
Maximum wind rating 40 knots
Rafting up is not permitted
Care must be taken by user to ensure the head rope is protected from chafe
In severe weather conditions, the vessel must be closely monitored by the owner / operator
Moorings used at own risk

Please report any faults or issues to MAST on (03) 6235 8811 or email : peter.hopkins@mast.tas.gov.au



Members' Buy and Sell

*Club members may advertise marine items free of charge in Buy and Sell.
Contact the Editor.*



Mobile phone antenna:

Moonraker CEL, base mount with M12 bolt. Has an FME connector (small diameter to fit through holes), needs an adaptor cable to connect to phone/data device.

Headsail cover:

Canvas cover approx. 15 m long with full-length zip. Has lacing designed to be tightened after cover is hoisted over furled headsail.

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Andrew Boon
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CYCT Members Buyers' Group.

Steadfast Insurance Brokers	David Page. 62313360
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Answers to the quiz.

1. one nautical mile, 2. (b), 3. alpha, echo, lima, Quebec, tango, 4. (a), 5. (d), 6. (c)

Questions and answers taken from *The Australian Boating Manual* (third edition) by Captain Dick Gandy



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